



EXECUTIVE CHAMBERS
HONOLULU

LINDA LINGLE
GOVERNOR

July 11, 2007

The Honorable Colleen Hanabusa, President
and Members of the Senate
Twenty-Fourth State Legislature
State Capitol, Room 409
Honolulu, Hawaii 96813

Dear Madam President and Members of the Senate:

RE: House Bill No. 497 HD2 SD2

On July 10, 2007, House Bill 497 HD2 SD2 entitled "A Bill for an Act Relating to Transportation" became law without my signature, pursuant to Section 16 of Article III of the State Constitution.

House Bill No. 497 amends Sections 248-9 and 264-18, Hawaii Revised Statutes, to expand the obligations of the State highway fund to require it to fund multi-use paths and bicycle lanes on new or existing roadways under design, plan, construction, or reconstruction. Additionally, this bill requires that the planning for mass transit shall include the accommodation for bikeways, bicycle lanes, bicycle routes, and bicycle racks on mass transit vehicles.

While it is understandable that multi-use paths are desirable along certain roadways, it should be recognized that this requirement will add cost burdens to highway projects because these types of facilities require acquisition of wider rights-of-way.

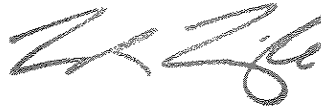
This bill requires the Department of Transportation to work with certain groups of the bicycling community in making determinations where bikeways will not be established. The Department is already working with the biking community to update the Bike Plan Hawaii. Thus, this provision is not needed and may not name some groups that should be involved in the process.

Additionally, the bill fails to recognize that the planning and design of Oahu's mass transit system has been an ongoing undertaking by the City and County of Honolulu. This bill sets requirements on the project that may not be in keeping with Oahu's plans, may not meet federal mass transit criteria, and may impose additional financial and engineering burdens on that project. Further, if the vision is a high speed train system, it is unclear how bike racks on mass transit vehicles will allow these vehicles to move at the speed envisioned in the plan.

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For the foregoing reasons, I allowed House Bill No. 497 to become law as Act 286,
effective July 10, 2007, without my signature.

Sincerely,

A handwritten signature in dark ink, appearing to read "L. Lingle", written in a cursive style.

LINDA LINGLE